

TransAction II

**North Dakota's
Statewide Strategic Transportation Plan**

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Prepared by

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Preface

North Dakota's location in the center of North America represents both challenges and opportunities. Our state is landlocked and distant from both national and international markets; produces large volumes of agricultural commodities; has a growing manufacturing sector; and is emerging as a major producer of energy; all of which require a safe, secure and efficient transportation system.

Many of the trends effecting transportation that were considered in the development of TransAction continued to exert an influence on the development of TransAction II.¹ North Dakota's population remains relatively stable; while demographically becoming more diverse, older, and urban. The demand for improved levels of personal and freight mobility, including greater load carrying capacity, continues to grow. Traditional sources of funding for transportation, primarily gas taxes, are being affected by a growing number of alternate fuel vehicles and improved vehicle fuel efficiency. Fluctuating energy costs, fuel surcharges and disruptions to energy supplies are affecting the reliability of freight movements and price of products. Shuttle trains and the emergence of intermodal and transload service foretell the future of rail freight service. The trucking industry continues to grow; meeting the increasing demand for door-to-door reliability. Although small in comparison to other modes, air passenger and freight movements are on the rise and provide an important alternative for some travelers and products. There is an ever increasing demand for transit service in both rural and urban areas. Bicycling, walking and other forms of non-motorized transportation are becoming more popular while offering both a healthy and cost effective transportation alternatives. And finally, safety and security remain foremost in the minds of transportation providers and users. The net effect of these trends is that the transportation system (both infrastructure and services), will continue to change and evolve.

Like TransAction before it, TransAction II has been developed to help us focus our resources and meet the ever-changing and growing transportation needs and demands of the state's residents and businesses.

¹ Throughout this document term TransAction refers the plan developed for the 2002-2006 timeframe. TransAction II refers to the statewide strategic transportation policy plan for the 2006-2010 timeframe.

North Dakota's Transportation Initiative

In 2001, Governor John Hoeven directed the North Dakota Department of Transportation (NDDOT) to lead the development of a statewide strategic transportation policy plan. The plan, called TransAction, was published in December of 2002 and was the product of a partnership between government, transportation stakeholders, and the state's citizens. TransAction identified the North Dakota's transportation mission, vision, goals, and 16 initiatives. Although considerable progress has been made toward achieving the initiatives identified in TransAction, transportation planning is an on-going process. The development of TransAction II represents the next step in this process.²

Purpose, Scope, and Use of TransAction II

Purpose

- Promote North Dakota's shared transportation vision.
- Provide broad strategic direction for collaborative transportation efforts.
- Promote improvements to our transportation system by expanding the constituency created through the planning process.
- Continue the inclusive and ongoing statewide strategic transportation planning process.

Scope

The scope of TransAction II is broad and long ranged (a 20 year horizon). It engages public and private-sector providers and users, all levels of government, and all modes of transportation. It identifies broad trends and statewide strategic transportation issues. It examines transportation roles and responsibilities across all levels of government (federal, tribal, state, county, city, township, and metropolitan planning organization) and the private sector. It recognizes and respects the functions of the private sector and the prerogative of local governmental units to develop their own transportation plans, programs, and projects. It also explores and identifies opportunities for public and private-sector intermodal collaborative efforts and identifies strategic goals and multi-disciplinary initiatives.

² See Appendix B – "TransAction in Review" for progress achieved on the 16 TransAction Initiatives

Use

- Promote understanding of transportation's importance in our daily lives.
- Increase awareness of how North Dakota's transportation system is tied to transportation systems in other states and provinces, the nation, and the world.
- Improve communication between transportation providers and consumers.
- Promote cooperation and collaboration between modes, jurisdictions, and the public and private sectors.
- Enable North Dakota to achieve its shared transportation vision.

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Trends, Challenges, and Opportunities

Many changes will occur over the next twenty years. Some changes will signal the beginning of new trends. Some existing trends will continue. Trends can be significant, forcing us to take new directions. To make effective transportation decisions, we need to monitor trends and understand their implications; some trends are favorable and others are unfavorable. Some trends present opportunities, others present challenges. Finally, it is important to remember that some trends can be changed or reversed. The following trends appear to have important implications for our transportation system.³

Aeronautics

North Dakota currently has 90 public airports, eight of which offer scheduled commercial passenger service. Total passenger boardings increased between 1994 and 2004, however very few airports in North Dakota have activity levels sufficient to generate revenues which cover their operating, maintenance, and development expenses. Continued federal funding is critical for the operation, maintenance, and development of the state's aviation system. Emphasis on airport and passenger safety and security will likely continue, including a strong antiterrorism component.

Agriculture

Production agriculture is a primary component of our economy. Local, national, and global trends continue to effect agricultural production in North Dakota. World population growth continues to increase, however the demand for bulk food commodities is decreasing as a percentage of total food products. During the past 30 years, the global food market has significantly shifted from a market of bulk commodities to a market for food products. Globally, customers are demanding a greater level of food security and traceability.

North Dakota leads the nation in the production of the following commodities: flaxseed; canola; dry edible peas; durum wheat; pinto beans; oil sunflower; spring wheat; all sunflower; non-oil sunflower; lentils; navy beans; all dry edible beans; barley; honey; and oats. Market demand for identity preserved, non-genetically modified organisms, and organic commodities is on

³ This section is included in TransAction II to provide a framework and reference for the development of the plan's goals, initiatives and strategies.

the rise and many of the state's farmers are looking for ways to add value to their operations. Increasingly, North Dakota agricultural producers are exploring the possibility of exporting identity preserved grains and niche crops to meet their customers' demands. Irrigation and new varieties of crops have shifted agricultural production to non-traditional locations. Livestock feeding operations are moving from the Corn Belt to the Great Plains. The growing number of ethanol plants may compliment an increase in livestock and dairy production due to availability of dried distilled grains.

These changes represent the potential for significant impacts on the state's transportation system. Some agricultural commodities, processed food products, and many manufactured items are time-sensitive; therefore, road and rail systems must be able to provide reliable service. The need to ensure travel reliability may require improved weather forecasting and reporting, the selective application of Intelligent Transportation System (ITS) technologies, cross modal coordination (highway/rail/air), and the integration of state and local highway construction and maintenance policies to ensure the reliable flow of products.

Construction Costs

As the price of oil has increased and become more volatile the cost of oil based products used for highway construction and maintenance has also risen. The escalating price of oil based products has impacted all levels of government and the private sector. In 2005-2006 alone, construction inflation rose approximately 25 percent over the prior year's construction prices.

Rising crude oil prices are also affecting the supply of asphalt. Refiners are finding that producing lighter-grade petroleum products is more profitable than producing liquid asphalt. Along with the increased cost of asphalt products, rising fuel and labor costs have contributed to an overall increase in construction costs resulting in project delays and a review of highway design standards.

Energy Production

North Dakota is a significant source and producer of energy. Currently, the state produces oil, natural gas, ethanol, coal, coal fired electricity, hydro-electric, and wind energy. Two

biodiesel plants are also under construction. North Dakota ranks 9th in oil production, 11th in coal, 21st in natural gas, and 4th in per capita production of electrical energy. North Dakota also ranks 13th in wind generation but 1st in potential wind generation. Crude oil production exists in 17 counties predominately in the western portion of the state. The state has significant reserves of lignite coal. Increased oil production and the development of bio-fuel processing facilities are creating demands on both the state and local transportation systems. Large-scale transloading of coal from rail to truck is another relatively new phenomenon that must be monitored. Already used to supply coal to sugar beet plants, this form of transportation has been mentioned as a means to supply the growing ethanol and bio-diesel industries.

International Ports of Entry

With 18, North Dakota has more ports of entry than any other state. Since the passage of the North American Free Trade Agreement (NAFTA), the Pembina/Emerson and Portal/North Portal ports of entry have experienced truck traffic growth rates in excess of 10 percent a year. Pembina/Emerson is now the 11th largest port of entry in North America and the largest in terms of import/export value between Detroit, MI and Blaine, WA. The value of trade with Canada continues to grow together with increases in congestion and travel delays related to security issues, limited hours of service, and a lack of infrastructure improvements and technology applications.

Manufacturing

North Dakota is one of only two states to recently gain in manufacturing employment. Manufacturing in the state is becoming more diverse; ranging from value-added agricultural processing to components for the aerospace industry. For the state's manufacturers to be able to participate in a competitive environment our transportation system must be able to meet the demands of Just-in-Time (JIT) delivery. JIT delivery requires a high degree of reliability from the transportation system. As more manufacturing occurs in rural communities the availability and cost of less-than-truckload (LTL) and overnight air delivery are rising in importance. The health of the state's manufacturing sector is also heavily dependent on the availability and cost of energy used to transport products.

North Dakota's geographic location in the center of North America presents both opportunities and challenges.

Transportation is a critical component of moving goods produced in North Dakota to domestic and international markets. One of the greatest challenges rural communities face is limited transportation options for shipping products. Locating food processing, manufacturing, energy or fuel-producing facilities in rural communities requires transportation reliability and underscores the need for maintaining or upgrading the state's rural transportation system. However, due to funding shortages, improvements to state and local road systems must be accomplished within a framework of priorities designed to achieve defined levels of service.

Mobility

Mobility demands on North Dakota's transportation system continue to grow. Nationally, the volume of freight is projected to double by 2020. Annually, vehicle miles traveled (VMT) have been increasing at a steady rate since 1973 and are projected to grow into the foreseeable future. The size and weight of trucks have increased resulting in greater impacts to the road network. Alternative fuel and increasingly fuel efficient vehicles are becoming more prevalent, as a response to rising energy costs. Safety continues to be an important transportation consideration and issues related to security are a growing concern in the development and operation of the transportation system. Increasingly, transportation users are demanding a balanced transportation system, which considers multimodal, motorized and non-motorized movements.

Land use and transportation are unavoidably intertwined. Land use and access management decisions by cities and counties will continue to influence the performance of not only local transportation systems but also the state transportation system.

Non-Motorized Transportation

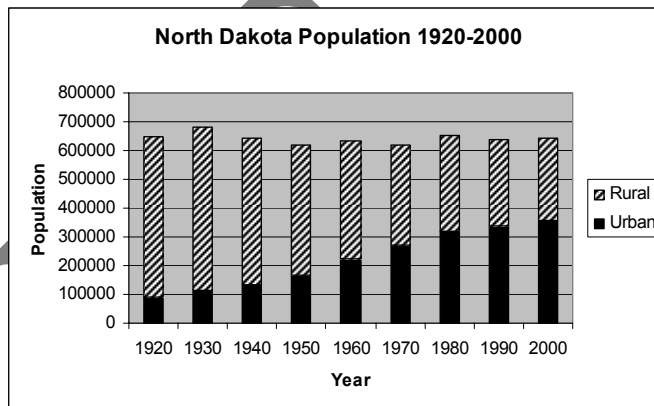
Bicycling, walking, and other forms of non-motorized transportation offer healthy and cost effective modes of transportation. However, non-motorized transportation in North Dakota is not without its challenges. Atop the cyclist and pedestrian communities' concerns are: the distance from homes to destinations such as, work; retail/services; and schools; lack of adequate facilities; and conflicts with motorists. According to the U.S. Census Bureau the number of North Dakotans that bicycle or walk to work decreased from

approximately 15 percent in 1980, to roughly 5 percent in 2000; this compares to the national average of 3 percent in 2000.

Population and Demographics

Over the past few decades North Dakota's population has remained relatively stable. From 1990 to 2000, North Dakota had the smallest population increase of all states, adding 3,400 residents or approximately .5 percent. From 1990 to 2000, only six of North Dakota's 53 counties experienced population growth.

Although, North Dakota's population has remained relatively stable it is shifting within the state and becoming increasingly more urbanized. In 2000, 79 percent of the nation's population lived in urban areas compared to 56 percent of North Dakota's population resided in the state's urban areas.



North Dakota's population continues to age and become more diverse. North Dakota's current median age is older than that of the nation. Approximately 18 percent of North Dakotans are over 60 years of age and projections indicate that approximately 28 percent of North Dakota's population will be above the age of 60 by 2015. Also by 2015, over 50 percent of the population more than 60 years old will be living in the greater Bismarck, Fargo, Grand Forks, and Minot areas. Native American Indian Reservations in the state are also experiencing population growth. As the state's population continues to age and become more diverse it will increasingly require special transportation programs and services.⁴

Rail

Nationally, rail freight is projected to grow by 44 percent between 2000 and 2020. North Dakota's farmers have always grown and shipped large volumes of bulk agricultural commodities. Historically, rail transportation has been the main mode of movement for grain and oilseeds leaving the state.

The advent of "shuttle trains" along with recent interest and demand for intermodal containers and transload options signals an evolution of the state's rail service. Many rail-related

⁴ See Appendix C - North Dakota Population and Transportation Characteristics

questions remain. Will further branchline abandonment occur? What will be the effect of the state's growing ethanol and biodiesel industry on the rail system? How many shuttle facilities can the state sustain? The one certainty is that the makeup of rail freight system will continue to change.

Amtrak still offers passenger rail service through the "Empire Builder" route which operates in the eastern and northern portions of the state. Between 2000 and 2004, passenger volume has fluctuated in North Dakota but total ridership has generally increased.

Over the past 25 years, the number of crashes/fatalities at railway crossings has decreased due to a combination of factors such as enhanced roadway design, improved emergency services, traffic safety related legislation, and statewide traffic safety programs. Rail crossing safety, however, remains a concern.

Seven privately owned railroads provide rail freight service within the state. Rail rehabilitation is an important factor in the continued operation of the state's regional and short line rail operators. Railroad rehabilitation benefits railroads, shippers, and taxpayers through: improved safety, increased operational efficiency, reduction in highway reconstruction and resurfacing costs, and greater economic competitiveness. North Dakota administers two rail project rehabilitation programs: the Freight Railroad Improvement Program which is state-funded and the Local Rail Freight Assistance Program which is federally-funded. Demand for North Dakota's rail project assistance programs continues to exceed available resources.

State Highways and Local Roads

North Dakota maintains more roads per capita than any other state. As population has shifted from rural to urban areas, traffic patterns on the state, county and township road systems have changed. Many counties are experiencing shrinking tax bases. There are fewer, but larger farms and ranches. Many rail branchlines have been abandoned and there are fewer but larger grain elevators causing farmers to truck their commodities longer distances.

Personal automobiles are the dominant mode of transportation in North Dakota. From 1992 to 2003 there were more private and commercial motor vehicles registered in North Dakota than people. Annual vehicle miles traveled in the state continue to increase with the fastest growth on the interstate system.

Trucking is gaining a greater share of the total vehicle miles traveled, as well as, a greater share of the value of freight being moved in North Dakota. In recent years statewide truck traffic has been growing at a rate of 3.7 percent per year. North/South freight movements have increased significantly with the passage of the North American Free Trade Agreement and are growing at a faster rate than East/West freight movements.

Safety on North Dakota's roadways continues to be a concern. From 2003-2005 total vehicle miles traveled in North Dakota have increased while the total number of traffic crashes has fluctuated. However, there were fewer traffic crashes per vehicle mile traveled in 2005 than in 2003. During the same time period North Dakota's fatality rate has also fluctuated; however, there were more fatalities per vehicle mile traveled in 2005 than in 2003.

Transit and School Busing

Nationally, public transit ridership has been growing, while in North Dakota ridership has remained relatively stable. However, as additional service is provided, due to increases in federal and state funding, it is anticipated that transit ridership in the state will increase. The greatest challenges to the state's public transit programs continue to be continuing to find ways to make public transit more convenient; serving elderly and disabled riders in rural areas; and raising local match for federal funding. Many school districts are struggling to provide busing for rural students as vehicle and fuel costs increase and student numbers decline. School district consolidation is also resulting in longer bus rides for rural students.

Tourism

Tourism, the state's fastest growing industry, surpassed energy production as North Dakota's second leading primary-sector industry. The primary mode of visitor travel is by automobile. However, convenient and adequate air transportation is important to bring visitors and business travelers into the state. Much of the North Dakota's tourism "product" is in rural parts of the state. Integration of state and local transportation services and infrastructure is critical to providing visitor's access to destinations within the state. Tourism's greatest needs continue to be highway signing and traveler information centers.

North Dakota's Transportation Mission

"North Dakota will provide a safe and secure transportation system that offers personal choices, enhances business opportunities, economic competitiveness and promotes the wise use of all resources."

North Dakota's Transportation Vision

"North Dakota's transportation system is an important part of regional, national, and transportation global systems, developed strategically to help grow and diversify the economy and enhance our quality of life."

North Dakota's Transportation Goals

1. Safe and secure transportation for residents, visitors, and freight.
2. A transportation system that allows for optimum personal mobility.
3. A transportation system that allows the efficient and effective movement of freight.
4. A transportation system that enhances economic diversity, growth, and competitiveness with consideration of environmental and social impacts.
5. Funding sufficient to protect and enhance North Dakota's transportation infrastructure and address future transportation needs.
6. A transportation environment where communication, cooperation, and collaboration exists.

TransAction II: Initiatives and Strategies

Initiative 1

Strategically prioritize the use of transportation resources, and define levels of service to be provided and maintained.

- Strategy 1 Periodically review and appropriately modify transportation priorities and defined levels of service to guide investment decisions.
- Strategy 2 Continue to research and develop options to protect, enhance and improve the transportation system.
- Strategy 3 Prioritize the use of resources and define the levels of service for bicycle and pedestrian transportation.
- Strategy 4 Promote an integrated transportation system.

(This initiative is a combination of TransAction Initiatives 1 & 2. These initiatives were combined in TransAction II to reflect the natural link between prioritizing the use of resources and defining levels of service to be provided and maintained.)

Initiative 2

Enhance communication and facilitate cooperation and collaboration between and within governmental units, tribal authorities, modes of transportation, and the public and private sectors.

- Strategy 1 Facilitate and promote interaction between members of North Dakota's transportation community.
- Utilize multiple techniques to enhance public involvement
 - Utilize advisory groups to assist in the development of major plans, programs and projects
 - Promote frequent communication between agencies
- Strategy 2 Continuously review transportation planning and programming processes to identify opportunities for

improving communication, cooperation, and collaboration.

Strategy 3 Promote transportation plans, programs and projects that are compatible with economic growth and diversification, land use management, natural resources, environmental protection, conservation, and historic preservation.

Strategy 4 Develop and disseminate a list of transportation related programs available to local and tribal governments.

(formerly TransAction Initiative 3)

Initiative 3

Improve the performance of priority transportation corridors and facilities.

Strategy 1 Periodically review and evaluate the performance of existing corridors and facilities, and identify emerging transportation priorities.

Strategy 2 Develop management plans for priority corridors and facilities.

- Establish corridor planning teams
- Identify factors considered in corridor and facility plans
- Explore multimodal strategies and opportunities

Strategy 3 Conduct a statewide freight origin and destination study and identify priority transportation corridors and facilities.

Strategy 4 Develop and implement an access management plan to complement the Highway Performance Classification System.

(This initiative is a combination of TransAction Initiatives 4 & 10. These initiatives were combined in TransAction II since it is appropriate to first identify priority transportation corridors and facilities and then improve their performance.)

Initiative 4

Consider economic viability when developing programs and statewide plans.

- Strategy 1 Monitor and evaluate the effectiveness of transportation programs.
- Strategy 2 Meet with representatives of governmental and tribal entities to determine the need for, and components of, a transportation technical assistance program.
- Strategy 3 Examine plan and program development processes to ensure that economic competitiveness is considered.
- Strategy 4 Support the development and implementation of projects and programs that have a positive impact on the state's economy.
- Strategy 5 Evaluate and explore new opportunities to enhance transportation infrastructure and technical assistance programs (motorized and Non-motorized).

(This initiative is a combination of TransAction Initiatives 5 & 11. These initiatives were combined in TransAction II since the purpose of each initiative was tied to improving economic competitiveness.)

Initiative 5

Develop a statewide freight mobility strategy.

- Strategy 1 Conduct a strategic freight study that will:
 (1) gather information about freight movements flowing through, leaving, entering, and circulating within the state, and (2) provide an overview of North Dakota's freight system.
- Strategy 2 Develop a freight mobility plan.
- Strategy 3 Present the findings of the "Strategic Freight Study on Motor Carrier Issues - 2005" and determine

support for a statewide program to coordinate the administration of load limits.

- Strategy 4 Implement the North Dakota Rail Freight Strategy for intermodal co-service and transload facilities.
- Strategy 5 Pursue regional uniformity of truck size and weight regulations, and permitting.
- Strategy 6 Implement the adopted recommendations of the state rail plan.

(This initiative is a combination of TransAction Initiatives 6, 7 & 8. These initiatives were combined in TransAction II under the broader heading of developing a freight mobility strategy.)

Initiative 6

Appropriately use technologies to enhance service, performance, mobility, safety, and security.

- Strategy 1 Review current, seek out new, and deploy appropriate Intelligent Transportation System (ITS) applications that enhance passenger and freight mobility and improve safety and security.
- Strategy 2 Continue and broaden partnerships between governmental entities, universities, and the private sector.
- Strategy 3 Coordinate technology programs with Metropolitan Planning Organizations, tribal entities, state and federal agencies, and local governments.
- Strategy 4 Publicize current technology plans and initiatives.

(formerly TransAction Initiative 9)

Initiative 7

Promote public/private partnerships that bring about selected transportation initiatives.

Strategy 1 Define conditions, criteria and types of transportation initiatives that warrant promotion of public-private partnerships.

Strategy 2 Continue to promote and participate in public-private partnerships.

(formerly TransAction Initiative 12)

Initiative 8

Promote and actively participate in regional and national transportation initiatives, programs, studies, and projects.

Strategy 1 Participate in regional and national initiatives, programs, studies, and projects that strengthen the development of North Dakota's Transportation System and economic competitiveness.

(formerly TransAction Initiative 13)

Initiative 9

Emphasize safety and security in planning, developing, and maintaining the transportation system.

Strategy 1 Review and evaluate transportation plan, program, project development and maintenance processes (multi-modal, motorized and non-motorized) to ensure that safety and security considerations are incorporated at all major decision points.

Strategy 2 Identify, prioritize, and improve safety and security sensitive components of the transportation system.

Strategy 3 Identify safety and security related legislation for appropriate additions, omissions, and modifications.

- Strategy 4 Implement the Strategic Highway Safety Plan.
- Strategy 5 Integrate state and local transportation security initiatives with the Department of Homeland Security, the North Dakota Department of Emergency Services and the Rural Transportation Safety and Security Center.

(formerly TransAction Initiative 14)

Initiative 10

Assess and plan for personal mobility options, both motorized and non-motorized.

- Strategy 1 Expand the scope of the personal mobility study to include non-motorized options.
- Strategy 2 Implement the recommendations identified in the "Personal Mobility in North Dakota" study.
- Strategy 3 Update and expand the scope of bicycle transportation plans to include pedestrians.
- Strategy 4 Develop a statewide trails plan integrating local, state, and national trail systems.
- Strategy 5 Consider non-motorized transportation and the needs of mobility challenged individuals in plans, programs, projects, and operations.
- Strategy 6 Explore funding and partnership opportunities to enhance non-motorized transportation.

(formerly TransAction Initiative 15)

Initiative 11

Monitor key issues affecting personal and freight mobility.

- Strategy 1 Periodically identify and assess key issues and trends affecting personal and freight mobility.

(formerly TransAction Initiative 16)

Initiative 12

Consider environmental and social impacts when developing transportation plans, programs, and projects.

- Strategy 1 Consult with Federal, State, and Tribal wildlife, land management, and regulatory agencies, and the public as appropriate, in developing plans, programs, and projects.
- Strategy 2 Compare transportation plans to available inventories of natural and historic resources to identify environmental and social issues, and discuss potential environmental and social mitigation measures available.
- Strategy 3 Consider State, local, and Tribal Agency planned growth and economic development patterns to promote consistency with transportation improvements.

(new Initiative)

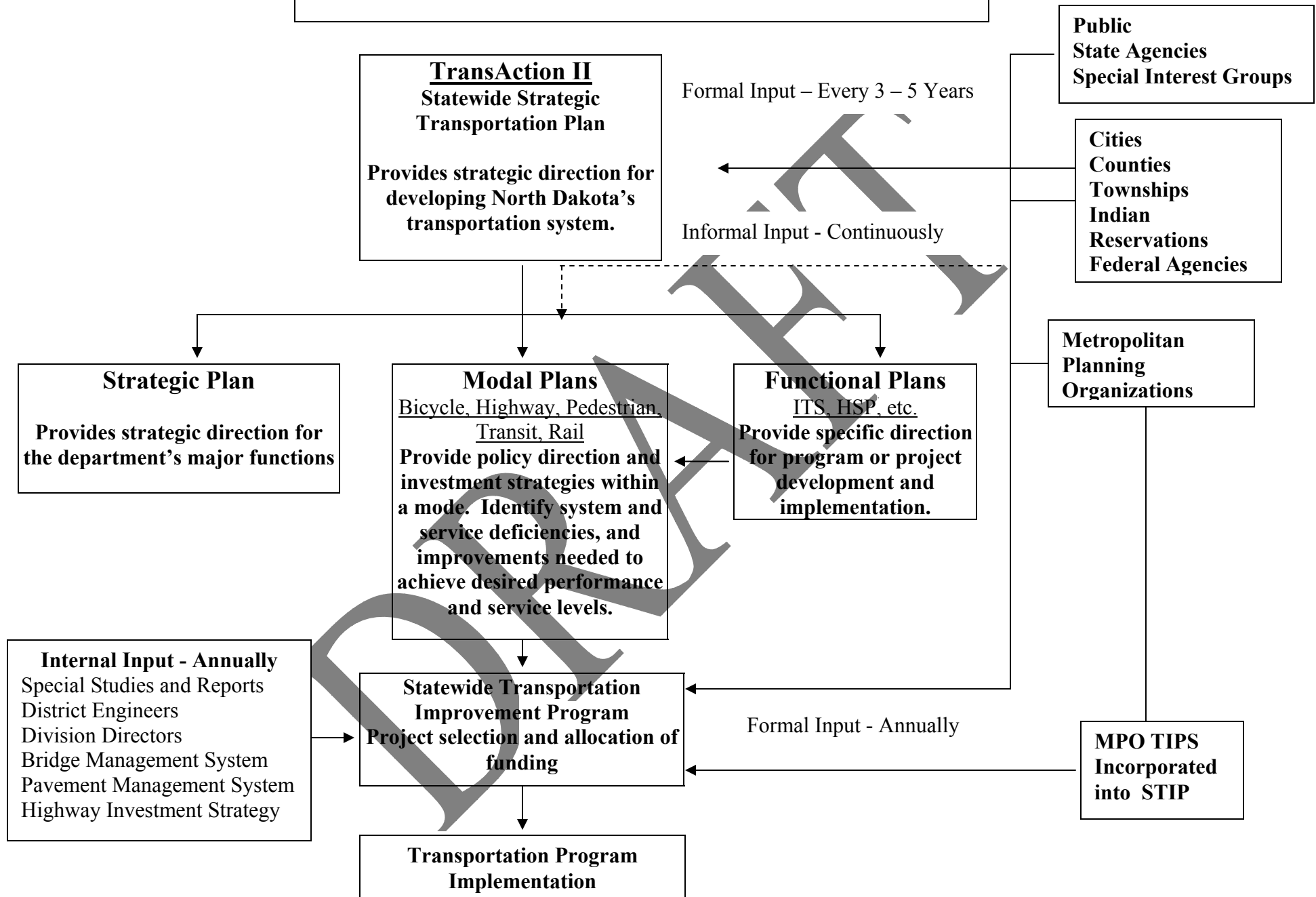
Transportation Roles and Responsibilities

The roles and responsibilities of the various members of North Dakota's transportation community have developed over time. Some were created by ordinance, legislation, or congressional mandate; some by executive or administrative order; and some by local policy. Others simply evolved over time.

TransAction II provides guidance and was developed to be applicable to all governmental entities within the state. Achieving the 12 Initiatives identified in TransAction II will only be accomplished by NDDOT in partnership with all of North Dakota's transportation community.

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Relationship of NDDOT Planning & Programming Processes



Transaction II: Implementation Strategies

TransAction II is a statewide strategic transportation plan. It provides broad strategic direction, a framework for long-range (20 year) transportation planning, and a basis for a supportive relationship with local, federal and tribal transportation plans without dictating specific actions. The choice of how, or whether to conduct transportation planning within the framework of TransAction II remains the prerogative of individual agencies local governmental units, tribal entities, and private-sector businesses.

Because the scope of TransAction II is very broad, its success depends on meaningfully engaging the public and private sectors, all levels of government, and all modes of transportation. Trans-Action II's implementation strategy has four components.

- Initiation of an inclusive, ongoing transportation planning process based on a shared vision.
- Increasing opportunities for public involvement.
- Promoting public-private partnerships.
- Enhancing communication, cooperation, and collaboration.

Many plans fail because once a plan is published people think the planning process is completed. The intent of TransAction II is to create a statewide strategic transportation planning process that is inclusive and ongoing. Implementation will require continued efforts to include a wide range of participants.

- NDDOT will continue to utilize the Director's Advisory Committee (DAC) and Director's Transportation Forum (DTF).
- NDDOT plans to hold a biennial statewide public forum to discuss transportation issues facing North Dakota.
- NDDOT also plans to create statewide freight and personal mobility advisory committees and other meaningful opportunities for citizen input.

None of this will be possible without enhanced communication. NDDOT plans to:

- Use advisory committees more extensively.
- Broaden the use of the Internet as a way for people to obtain transportation information and government services.
- Continue publishing the TransAction II newsletter.
- Host transportation seminars, forums, and workshops.

- Annually develop an implementation work program and communicate its contents to the members of the transportation community.

Governor Hoeven's mandate to achieve higher levels of performance from our transportation system will require TransAction II to be regularly updated and revised. Publishing this plan is an important step toward developing a transportation system that provides the service and performance North Dakotans want and are willing to support.

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Appendix A

North Dakota Transportation Planning History Overview

North Dakota Transportation Planning History Overview

Early transportation planning efforts focused primarily on creating an integrated network of highways connecting important locations throughout the state and nation. Over the years the process evolved and today transportation planning in North Dakota focuses on all modes of transportation while considering; environmental and social concerns; energy consumption; public participation; economic growth and diversification; and mobility challenged segments of the population. The following is an overview of North Dakota's transportation planning efforts since the mid 1990's.

State Aeronautic Plan

Annually Updated: **North Dakota State Aviation System Plan**

The North Dakota State Aviation System Plan consists of four parts and addresses air service, pavement management, economic impact, and aviation system planning. Each year one part of the plan is updated. The North Dakota Aeronautics Commission is responsible for this planning effort. A 10 ten year capital improvement plan is updated annually to forecast a three year actual construction program.

2006: North Dakota Strategic Highway Safety Plan. The North Dakota Strategic Highway Safety Plan is a data-driven plan that integrates the 4Es - engineering, education, enforcement and emergency medical services. The purpose of the plan is to direct resources to where they are most needed and have the greatest impact. The plan identifies key safety issue within the state, possible strategies and countermeasures to address these issues, and suggested action plans for possible critical strategies. The goal of the plan is to coordinate statewide efforts to save lives and reduce injuries occurring on the state's roadways.

2006 & 1998: State Rail Plan. In 1998 and again in 2006, the North Dakota Department of Transportation (NDDOT) contracted with the Upper Great Plains Transportation Institute (UGPTI) to update the state rail plan. The rail plan provides policy direction and qualifies the state to continue using federal Local Rail Assistance Funding for rail service improvements on light-density rail lines. The

plan also includes an analysis of individual rail lines and an overview of the rail industry in the state.

2005: Personal Mobility in North Dakota: Trends, Gaps, and Recommended Enhancements. This study was developed as an outgrowth of TransAction in 2002. The study's goals call for a transportation system that allows optimum personal mobility and the development of a statewide personal mobility plan. The study takes a comprehensive look at transportation methods, demographics and geography in North Dakota to find ways to improve mobility for the state's residents.

2005: Intelligent Transportation System (ITS) Plan. The Intelligent Transportation System Plan, completed in October 2004 and updated in September 2005, is the product of a multi-year effort undertaken by the NDDOT to guide ITS deployment in North Dakota. The plan was developed through participation from various NDDOT divisions, districts, stakeholders and customers. The main focus of the plan is on statewide ITS deployment in non-urban or rural areas. The ITS plan consists of 20 technology deployment areas to provide the public with traveler information and safe travel.

2003 - 2008: State Comprehensive Outdoor Recreation Plan (SCORP). The State Comprehensive Outdoor Recreation Plan is a guide for managing and developing North Dakota's recreation needs, recreation priorities and determining the use of Land and Water Conservation Fund assistance. Bicycling, walking and trail development are covered in the SCORP.

2003 - 2005: North Dakota Strategic Freight Analysis: Regional Strategic Freight Study on Motor Carrier Issues. In 2002, the North Dakota Department of Transportation (NDDOT) published a statewide strategic transportation plan called, "TransAction." TransAction Initiative 8 states, "North Dakota will determine the opportunities for, and the economic and safety impacts of, a regional uniform truck size, weight and permitting system." To accomplish the initiative's intent, NDDOT contracted with the Upper Great Plains Transportation Institute to analyze truck size and weight regulations, and permitting processes in the region. This study reports the findings and provides an opportunity to improve the region's economic competitiveness by beginning a dialogue on truck issues.

2001-2003: North Dakota Strategic Freight Analysis: The Role of Intermodal Container Transportation in North Dakota, 2001-02. This report examined the potential role of intermodal truck-rail container transportation in the state's expanding manufacturing and value-added agricultural base. It explored the general advantages of intermodal container transportation and examined factors that make intermodal container transportation successful. It also identified functions performed by successful intermodal facilities, evaluated characteristics of various locations that are desirable for an intermodal facility, estimated potential traffic volumes and other characteristics of various North Dakota locations where such a facility might be located.

2002: TransAction. TransAction was a statewide strategic transportation plan that was developed to accomplish four purposes; (1) Develop a shared transportation vision, (2) provide broad strategic direction for collaborative efforts, (3) create a constituency for promoting transportation improvements, and (4) initiate and inclusive and on-going transportation planning process. TransAction met Federal Highway Administration requirements and qualified the state to continue receiving transportation funding.

2001: Urban Street and County Road Funding Needs Assessment. NDDOT, North Dakota Association of Counties, and the North Dakota League of Cities, contracted to produce this study. The report analyzed existing road conditions and developed a two-level ("reasonable" and "ideal") funding scenario for local streets and roads. In early 2002, the study was expanded to include Township Roads and Non-Urban City Streets.

1999: Transportation, Trade, and Economic Development: Maximizing Future Opportunities in the Northern Great Plains. North Dakota, South Dakota, Minnesota, Iowa, Nebraska, Manitoba and Saskatchewan joined to participate in this study. The study was funded under the auspices of the Northern Great Plains Initiative for Rural Development by a grant from the Federal Highway Administration, and was published in May of 2002. The study contains several recommendations to facilitate trade by improving the region's transportation system.

1999-2001: Biennial Strategic Transportation Analysis:

Grain and Oilseed. In 1999, NDDOT, UGPTI and several other entities produced this document, a four-part analysis of the impact of shuttle trains, heavy rail cars, intermodal facilities, and logistical factors influencing value-added facilities. The information developed from this effort has provided a valuable benchmark for several transportation-related activities, and the 2001-2003 update is in progress.

1995: Transpirit. Transpirit, was a multimodal policy plan that provided a general framework for transportation decision-making. Transpirit met Federal Highway Administration requirements and qualified the state to continue receiving transportation funding.

Appendix B

TransAction in Review 2002 – 2006

TransAction in Review 2002-2006

Initiative 1—North Dakota will strategically prioritize its use of transportation resources.

Priorities are:

Highways—improving safety, ride quality, and load carrying capacity.

Rail—improving system connectivity, safety, security and performance; enhancing economic growth, diversification and environmental and community impacts.

Air—maintaining infrastructure; expanding economic development, medical access and competitive service; and improving safety and security.

Personal Mobility—providing access to basic levels of education, medical and emergency services.

Initiative 2—North Dakota will define the levels of service it will strive to provide and maintain.

NDDOT has developed the Highway Performance Classification System (HPCS), a five-tier system that established target levels for highway service. The HPCS was endorsed by the 2005 state legislature. An investment strategy team is developing guidelines for highway performance and infrastructure within budget constraints.

ND Aeronautics classified all 90 public-use airports within two levels of commercial airports and five levels of general aviation airports.

Initiative 3—North Dakota will enhance communication and facilitate cooperation and collaboration between and within governmental units, tribal authorities, modes of transportation, and the public and private sectors.

Advisory committees are used for updating the state highway map, the state rail plan and other projects.

Regular meetings have been held with stakeholders such as the sugar beet and potato industries, metropolitan planning organizations, Class 1 railroads, the ND Association of Counties, and the ND League of Cities

Public information meetings are routinely held for all large projects

The Statewide Transportation Improvement Program process has been enhanced Publish biennial Transportation Handbook and quarterly TransAction electronic newsletter.

Initiative 4—North Dakota will improve the performance of priority corridors and facilities.

Accelerated four-laning of US 2 Minot to Williston.

Secured Congressional High Priority Corridor status for US 83 and US 85.

Re-aligned US 281 near Minnewauken, completed the US 52 bypass (Jamestown), and improved vertical clearances on I-94 and I-29.

Improved highway load-carrying capacities.

Replaced the Four Bears Bridge at New Town.

Improved airport infrastructure and built new terminals at the Bismarck, Devils Lake, Dickinson, Jamestown and Williston airports.

Upgraded branch lines and sidings.

Initiative 5—North Dakota will incorporate economic competitiveness as an integral component of transportation investment strategies.

The North Dakota Public Service Commission hired a consultant to investigate rail rates for grain shipments. The 2005 Legislature authorized pursuit of a formal complaint before the Surface Transportation Board.

The North Dakota departments of Agriculture, Commerce, and Transportation and the North Dakota Trade Office meet quarterly.

Initiative 6—North Dakota will analyze the economic impacts of load limits and the benefits of establishing a statewide program to coordinate the administration of load limits.

NDDOT adopted new policies for posting load restrictions that provide greater uniformity with adjacent states and provinces.

Under contract to NDDOT, the Upper Great Plains Transportation Institute studied existing truck weight, size and permitting issues and published a report in 2005. The report identified sub-state truck size and weight regulations and permitting processes identified differences between local units of government, and provided examples of multiple-county permitting systems

Initiative 7—North Dakota will determine the feasibility of, and identify the conditions necessary for, developing an intermodal freight facility or facilities.

NDDOT contracted research through the Upper Great Plains Transportation Institute, which published the results in a report in November 2002.

NDDOT committed funds to Bismarck, Fargo and Minot for intermodal studies.

NDDOT committed \$1.2 million to help build rail infrastructure for the Northern Plains Commerce Center.

A five-member team has been created to implement the statewide rail freight strategy that promotes transload and intermodal service.

Initiative 8—North Dakota will determine the opportunities for, and the economic and safety impacts of, a regional uniform truck size, weight, and permitting system.

NDDOT contracted with the Upper Great Plains Transportation Institute; the results of the research was published in August 2005 and:

- Identifies regional truck size and weight regulations
- Proposed the concept of regional corridors
- Presents costing information based on differences
- Examined truck safety data

NDDOT held a cross-border truck transportation conference that was attended by representatives from six states and two provinces

NDDOT has initiated truck size, weight and permitting discussions with neighboring state departments of transportation.

Initiative 9—North Dakota will appropriately use Intelligent Transportation System (ITS) technologies to enhance service, performance, mobility, safety and security.

NDDOT published its Intelligent Transportation System Plan in September 2005. The plan focuses on improved traveler safety and maintenance in order to provide safe highways.

NDDOT employed 511 Traveler Information, Amber Alert and Roadway Weather Information System (RWIS) programs; equipped two bridges with anti-icing systems; and expanded the use of ITS for flood monitoring, freeway surveillance, weigh-in-motion, automatic snow-gate closures, and animal (deer) detection.

Wireless internet access was installed at nine interstate rest areas.

Initiative 10—North Dakota will conduct a statewide freight origin and destination study and identify priority transportation corridors and facilities.

NDDOT contracted with the Upper Great Plains Transportation Institute to conduct a statewide freight study that will be used to develop a state freight plan.

The plan has three purposes: Understand how North Dakota's freight system integrates with national and global freight systems. Inventory North Dakota's current freight system (infrastructure, regulatory environment and safety/security).

Recommend changes and improvements to maintain safe, secure and efficient future freight movements. Initiative 11—North Dakota will create a special transportation program (infrastructure funding and technical assistance) to facilitate economic development and competitiveness.

Initiative 11 – North Dakota will create a special transportation program (infrastructure funding and technical assistance) to facilitate economic development and competitiveness.

NDDOT established the ND STREET program to assist cities with populations of 5,000 or less to make infrastructure upgrades and improve their competitiveness. Ashley, Center, Hillsboro and Watford City were the first cities to be approved for projects; construction is scheduled for 2008.

NDDOT established the Small Rural Economic Development program to provide assistance to upgrade infrastructure to new businesses in rural areas. The first projects will be funded in 2008.

Initiative 12—North Dakota will take a lead role in promoting public-private partnerships to bring about selected transportation initiatives.

Midwestern states and Prairie Provinces were surveyed to identify best-practice transportation programs for promoting economic development.

North Dakota Aeronautics entered into an agreement with NDDOT to collect runway pavement data for 72 of the state's airports. Data will be used to develop a pavement management tool.

NDDOT, BNSF Railway and several North Dakota cities entered into an agreement to raise the railroad mainline threatened by the rising waters of Devils Lake.

NDDOT approved eight rail assistance projects totaling \$7.6 million.

Initiative 13—North Dakota will actively participate in regional and national transportation initiatives, programs, studies and projects.

North Dakota is a member of the Midwest Rail Passenger Compact, and the NDDOT director is the ND Governor's alternate on the North Great Plains Regional Authority.

NDDOT actively participates in the American Association of State Highway and Transportation Officials, the Western Association of State Highway and Transportation Officials, and Transportation Research Board.

NDDOT meets annually with the General Services Administration, Federal Highway Administration, Transportation Security Administration and Department of Homeland Security to coordinate projects and security at the state's 18 points of entry.

NDDOT and Minnesota DOT have held joint rail planning meetings.

Initiative 14—North Dakota will increase its emphasis on safety and security as integral components in planning, developing, and maintaining the transportation system.

NDDOT is developing a Strategic Highway Safety Plan in an effort to reduce reportable crashes, injuries and fatalities by 10 percent.

ND Aeronautics developed emergency response and security plans for 82 general aviation airports.

A rail "quiet zone" is being developed in the Fargo-Moorhead metropolitan zone.

NDDOT and ND Aeronautics are using Intelligent Transportation System technologies to improve efficiency and safety.

NDDOT continues to work with railroads and communities to improve rail safety through programs such as Operation Lifesaver.

Initiative 15—North Dakota will develop a statewide personal mobility plan.

NDDOT contracted with the Upper Great Plains Transportation Institute's (UGPTI) Small Urban and Rural Transportation Center to develop a statewide personal mobility plan. This included an inventory of services, base and supplemental service recommendations and best practice programs.

NDDOT also contracted with UGPTI for the James River Transit demand study and the Southwest North Dakota Rural Transit study.

NDDOT, in collaboration with governmental entities and the private sector, maintained intercity bus service between Billings, Montana, and Fargo, North Dakota.

Initiative 16—North Dakota will monitor trends in agriculture, manufacturing, tourism, recreation, and energy production to identify potential transportation impacts and opportunities.

The North Dakota departments of Agriculture, Commerce and Transportation hosted the TEAM Transportation Conference, which focused on transportation's role in making North Dakota more economically competitive.

NDDOT staff annually attend events showcasing innovative agricultural, manufacturing and economic activities.

ND Aeronautics published the Aviation Economic Impact Report, which is used in planning airport development.

NDDOT participates in events such as seminars and teleconferences to develop an awareness of trends that may affect transportation.

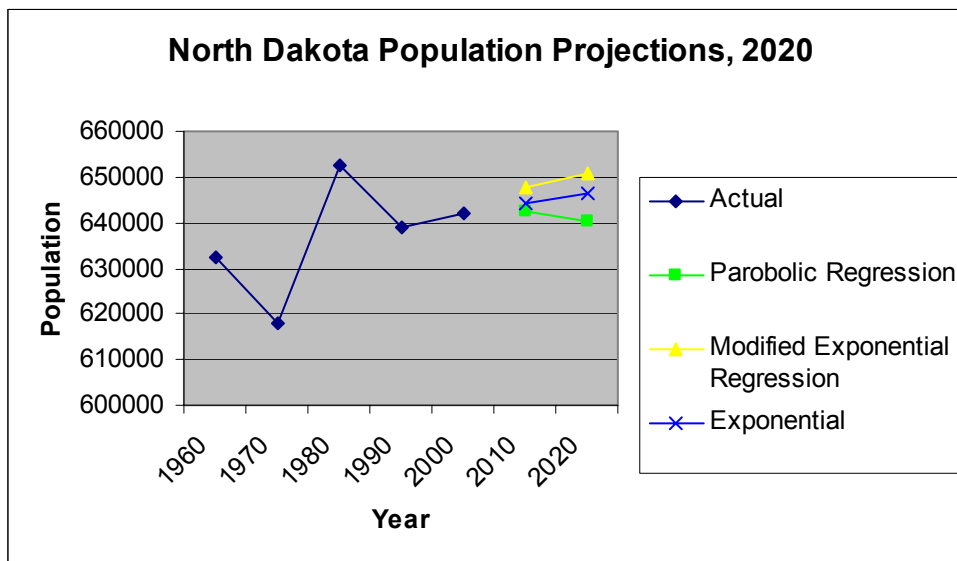
Appendix C

North Dakota Population and Transportation Characteristics

North Dakota Population and Transportation Characteristics

Population

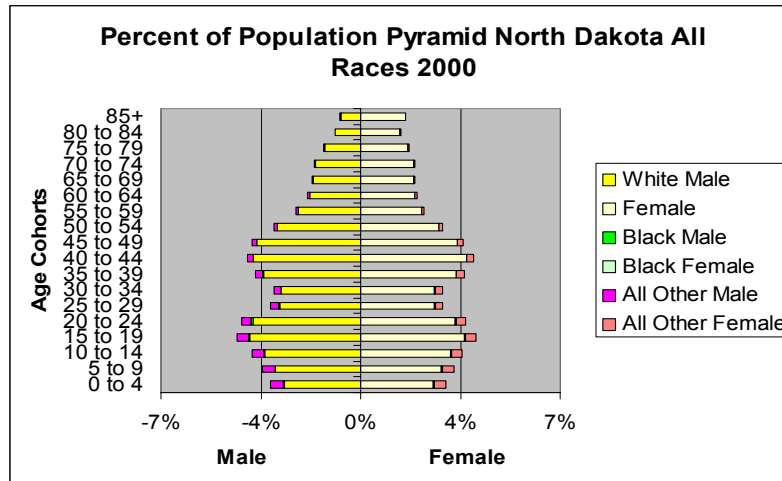
Over the past few decades North Dakota's population has remained relatively stable. From 1990 to 2000 North Dakota had the lowest population increase of all states by adding 3,400 residents or approximately .five percent. From 1990 to 2000 only six of North Dakota's 53 counties experienced population growth. The following graph represents likely growth projections for North Dakota's population based on historic population from 1960-2000 using Parabolic Regression, Modified Exponential Regression, and Exponential math models.



Based on historic population trends the preceding projections indicate that population will continue to remain relatively stable and offer a range of possible projections from approximately 640,000 to roughly 650,000 residents in 2020.

Although, North Dakota's population is projected to remain relatively stable it is shifting within the state and becoming increasingly more urbanized. In addition, North Dakota's population continues to age and diversify. North Dakota's current median age is older than that of the nation. Currently approximately 18 percent of North Dakota's population is over 60 years of age and projections indicate that approximately 28 percent of North Dakota's population will be above the age of 60 by 2015. Over 50 percent of this 60+ population will be living in the greater Bismarck, Fargo, Grand Forks, and Minot

areas. In addition to North Dakota's major population centers Native American Indian Reservations in North Dakota are also experiencing population growth. As North Dakota's population continues to age and diversify it will increasingly require special transportation needs.



Transportation

Transportation plays an important role for North Dakota's residents. North Dakota's geographic location in the center of North America offers both challenges and opportunities for the states industries. In terms of personal mobility the automobile has become the dominant mode of transportation in North Dakota. As the following table indicates the personal car, truck, or van has become the dominant mode for journey to work movements accommodating roughly 88 percent of journey to work trips in 2000 up from approximately 73 percent in 1980. Conversely walking and bicycling journey to work movements have significantly decreased from approximately 15 percent in 1980 to roughly 5 percent in 2000.

U.S. Bureau of Census, Census of Population and Housing

North Dakota Means of Transportation to Work, 1980-2000

	2000	% of Total	Percent Change From 1990	1990	% of Total	Percent Change from 1980	1980	% of Total
Total	319481			293548			277849	
Car, Truck, or Van	280282	87.73	5.67	240878	82.06	9.11	202677	72.95
Public Trans.	1303	0.41	-0.15	1638	0.56	-0.17	2023	0.73
Motorcycle	124	0.04	-0.07	307	0.10	-0.39	1370	0.49
Bicycle	1011	0.32	-0.03	1030	0.35	-0.54	2484	0.89
Walked	16094	5.04	-3.18	24111	8.21	-6.16	39926	14.37

Other Means	1559	0.49	-0.07	1634	0.56	-0.52	2993	1.08
Worked at Home	19108	5.98	-2.18	23950	8.16	-1.33	26376	9.49

U.S. Bureau of Census, Census of Population and Housing

United States Means of Transportation to Work, 1980-2000

	2000	% of Total	Percent Change from 1990	1990	% of Total	Percent Change from 1980	1980	% of Total
Total	128279228			115070274			96617296	
Car, Truck, Or Van	112736101	87.88	1.33	99592932	86.55	2.45	81258496	84.10
Public Trans.	6067703	4.73	-0.54	6069589	5.27	-1.12	6175061	6.39
Motorcycle	142424	0.11	-0.10	237404	0.21	-0.23	419007	0.43
Bicycle	488497	0.38	-0.02	466856	0.41	-0.08	468348	0.48
Walked	3758982	2.93	-0.97	4488886	3.90	-1.70	5413248	5.60
Other Means	901298	0.70	0.00	808582	0.70	-0.03	703273	0.73
Worked at Home	4184223	3.26	0.30	3406025	2.96	0.70	2179863	2.26

The personal automobile has gained in the share of journey to work movements nationally, as well, and currently the percentage of Americans using a car, truck, or van is consistent with the percentage of North Dakotans in 2000. The percentage of Americans bicycling or walking to work has also decreased from 1980-2000, however not as significantly.

Travel times to work in North Dakota have increased from 1980-2000. It takes 10-19 minutes for the greatest percentage of North Dakotan's to get to work in 2000 versus 10 minutes or less in 1980. Nationally, journey to work movements are increasing as a percentage as well. However, roughly 76 percent of North Dakotan's get to work in 19 minutes or less versus only 45 percent of Americans as a whole in 2000.

North Dakota Travel Time to Work for Workers 16 Years and Over (in Minutes), 1980-2000

	2000	% of Total	% Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	300373			269598			251259	
<10	103046	34.31	-6.22	109268	40.53	-0.85	103963	41.38
10 to 19	125056	41.63	2.24	106198	39.39	-0.16	99385	39.55
20 to 29	33673	11.21	1.04	27422	10.17	0.93	23230	9.25
30 to 44	21280	7.08	0.95	16529	6.13	0.61	13871	5.52
45<	17318	5.77	1.99	10181	3.78	-0.53	10810	4.30

U.S. Bureau of Census, Census of Population and Housing

United States Travel Time to Work for Workers 16 Years and Over (in Minutes), 1980-2000

	2000	% of Total	% Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	124095005			111664249			94487095	
<10	17868011	14.40	-1.95	18257921	16.35	-1.51	16871572	17.86
10 to 19	38252633	30.83	-2.29	36980181	33.12	-0.59	31846602	33.70
20 to 29	25172296	20.28	0.19	22436930	20.09	0.14	18849260	19.95
30 to 44	23703903	19.10	1.14	20053109	17.96	1.03	15996009	16.93
45<	19098162	15.39	2.91	13936108	12.48	0.92	10923652	11.56

U.S. Bureau of Census, Census of Population and Housing

There is a greater percentage of North Dakotan's driving alone to work then in recent history. The number of North Dakotan's driving alone to work has significantly increased from approximately 78 percent in 1980 to 89 percent in 2000. This is consistent with national vehicle occupancy trends, however a greater percentage of North Dakotans drive to work alone then Americans as a whole.

North Dakota Private Vehicle Occupancy, 1980-2000

	2000	% of Total	% of Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	280282			240878			202677	
Drive Alone	248277	88.58	1.59	209546	86.99	9.41	157235	77.58
2-Person Carpool	24655	8.80	-1.28	24269	10.08	-5.54	31645	15.61
3-Person Carpool	4437	1.58	-0.16	4208	1.75	-1.94	7472	3.69
4-Person Carpool	1819	0.65	-0.08	1762	0.73	-0.80	3103	1.53
5-or-More Person Carpool	1094	0.39	-0.06	1093	0.45	-1.14	3222	1.59

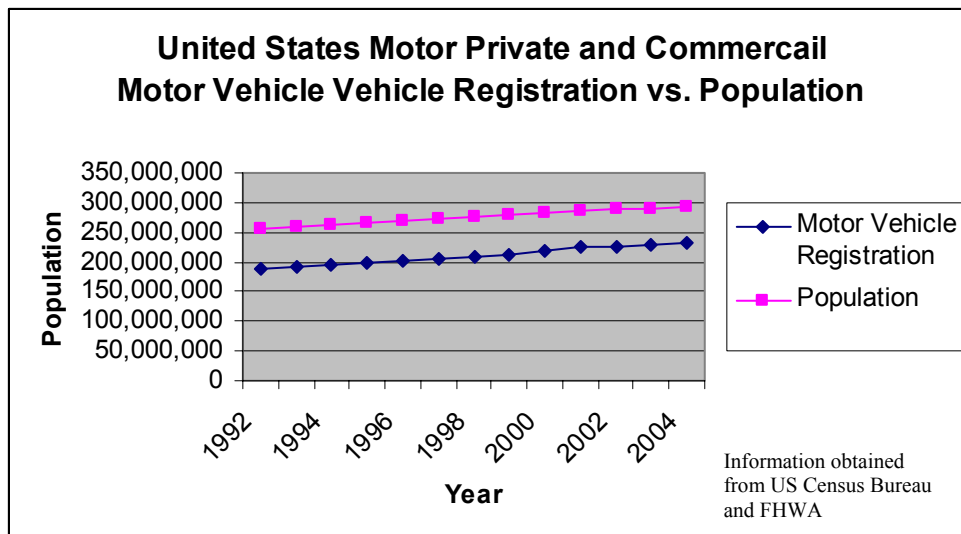
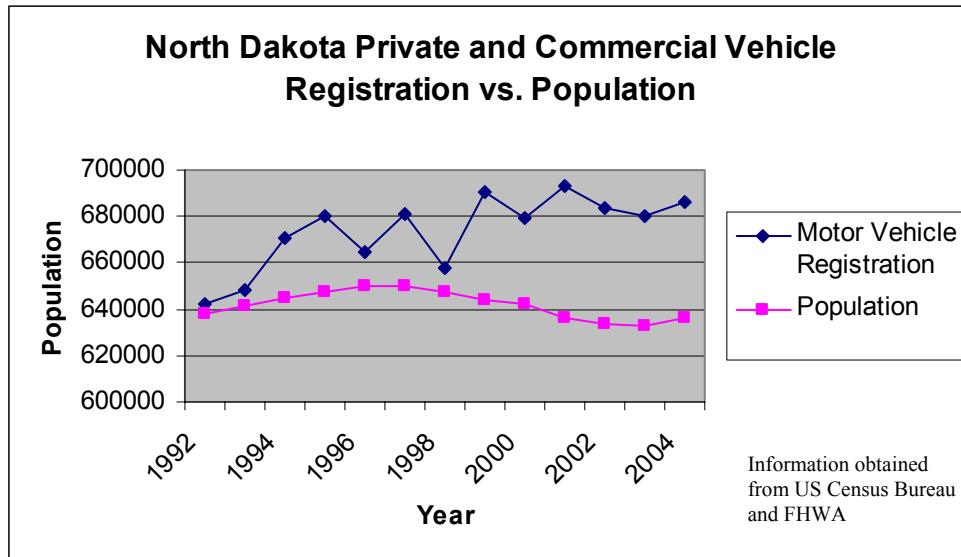
U.S. Bureau of Census, Census of Population and Housing

United States Private Vehicle Occupancy, 1980-2000

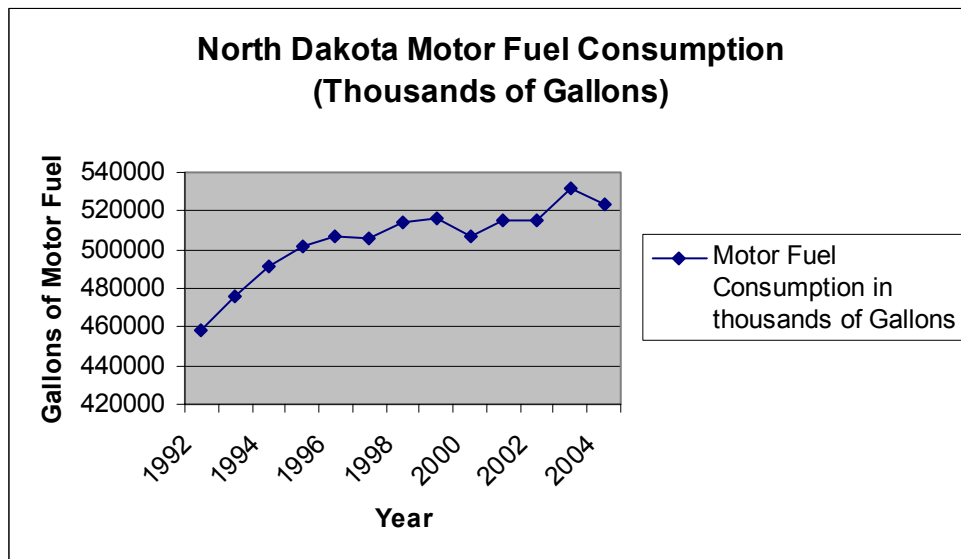
	2000	% of Total	% of Change from 1990	1990	% of Total	% Change from 1980	1980	% of Total
Total	112736101			99592932			81258496	
Drive Alone	97102050	86.13	1.57	84215298	84.56	8.02	62193449	76.54
2-Person Carpool	12097346	10.73	-1.40	12078175	12.13	-4.24	13303701	16.37
3-Person Carpool	2159151	1.92	-0.09	2001378	2.01	-2.13	3360781	4.14
4-Person Carpool	766012	0.68	-0.03	702222	0.71	-1.02	1400527	1.72
5- or-More Person Carpool	611542	0.54	-0.06	595859	0.60	-0.63	1000038	1.23

U.S. Bureau of Census, Census of Population and Housing

Annual state total vehicle miles traveled has been increasing at a steady rate since 1973 and is projected to grow into the foreseeable future. From 1992-2004 there were more private motor vehicles registered in North Dakota than total population. Private and motor vehicle registration in the United States has paralleled population growth, however there are fewer private and commercial motor vehicles registered in the United States than total population.



As the following graph indicates motor fuel consumption in North Dakota has significantly increased from 1992 to 2004.



Appendix D

TransAction II Public Involvement Process

TransAction II - Public Involvement Process

February 2006 - Spoke with Tribal Entities informing of State Transportation Plan Update Process

- Visited MHA, Spirit Lake Nation, Standing Rock Nation, and Turtle Mountain reservations
- Meeting was in conjunction with State Transportation Improvement Program (STIP) information meeting
- Discussed purpose of the Statewide Transportation Plan
- Discussed existing Statewide Transportation Plan (TransAction) and how it was developed
- Discussed the process for the current update of the Statewide Transportation Plan (TransAction II)
- Informed them they would be invited again to participate in the Directors Transportation Forum (DTF)

Attendees:

Jim Baker – Turtle Mountain Tribal Council Member
Anna Cotanny – Tero/SRST
Ken Davis – Turtle Mountain Tribal Chairman
Clarence Green – Spirit Lake Transportation Maintenance
Nathan Hale – Tribal Council Member
Mark Johnson – Federal Highway Administration
Tim Krahler – Standing Rock Community School
Chad Kramer – ND Indian Affairs
Jeremy Laducer – Turtle Mountain Transportation Planner
Avis Little Eagle – Vice Chairman, SRST
Ken McLaughlin – BIA Trans Fort Yates Standing Rock Agency
Pete Red Tomahawk – SRST
John Sauber – Interstate Engineering
Mark Schrader – Federal Highway Administration
Rod Smith – BIA Transportation, Fort Totten Agency
Daylon Spotted Bear – Tribal Council Member
Bob St. Pierre – Spirit Lake Road Superintendent
Sharon Two Bears – Tero/SRST
Marcus Wells Jr. – Tribal Council Member
Frank White Calfe – Tribal Council Member
Malcolm Wolf – Tribal Council Member
Bob Fode – NDDOT
Kathleen Bien – NDDOT
Jeni Borchert – NDDOT
Brad Darr – NDDOT
Scott Zainhofsky – NDDOT
Kevin Levi – NDDOT
Kathleen Bien – NDDOT
Kirk Hoff – NDDOT
Ben Ehreth – NDDOT

Errol Behm – NDDOT
Ron Henke – NDDOT
Walt Peterson – NDDOT

February 15, 2006 – Director Advisory Council (DAC) Initial Meeting

- Discussed the process for developing TransAction
- Reviewed TransAction Mission, Vision, and Goals
- Discussed the progress made on Initiatives developed from TransAction
- Discussed the process and anticipated timeframe for updating TransAction II

DAC Members:

ND Department of Transportation, Grant Levi, Director

Economic Developers of ND, Carol Goodman, President
Federal Highway Administration, Allen Radliff, Division Administrator
Greater ND Association, Dave MacIver, President
ND Aeronautics Commission, Gary Ness, Director
ND Association of Counties, Mark Johnson, Executive Director
ND Department of Commerce, Shane Goettle, Commissioner
ND Department of Transportation, Tom Freier, Deputy Director for Business Support
ND Highway Patrol, Colonel Bryan Klipfel
ND House Transportation, Robin Weisz, Chairman
ND Indian Affairs Commission, Cheryl Kulas, Executive Director
ND League of Cities, Connie Sprynczynatyk, Executive Director
ND Parks and Recreation, Doug Prchal, Director
ND Senate, Bob Stenehjem, Senate Majority Leader
ND Senate Transportation, Thomas Trenbeath, Chairman
ND Township Officers Association, Ken Yantes, President

April 12th and 13th, 2006 – Director's Transportation Forum (DTF)

- Discussed history and development of TransAction
- Discussed process and timeframe for updating TransAction II
- Discussed Mission, Vision, and Goals for TransAction II
- Breakout sessions discussing each of the previous Initiatives
- A summary of the public input is available upon request

Attendees:

AGC of North Dakota – Russ Hanson
American Crystal Sugar Company – Blayne Doty
BNSF Railway – Brian Sweeny
Bobcat Company – Dean Atkinson
City of Williston – Brad Bekkedahl
Fargo/Cass Public Health - Carol Grimm
Fargo-Moorehead Metropolitan Council of Governments – Bob Bright
FHWA - Al Radliff

Grand Forks-East Grand Forks Metropolitan Planning Organization – Earl Haugen
Greater North Dakota Chamber of Commerce – David Straley
Highway 281 Association – Erling Rolfson
Highway 281 Association – Rich Short
Kadmas, Lee, & Jackson Inc. – Bob Shannon
ND Aeronautics Commission – Mark Holzer
ND Aeronautics Commission – Gary Ness
ND Cycling Federation/International Mountain Biking Association – Ron Luethe
ND Department of Commerce – Jim Boyd
ND Department of Commerce – Shane Goettle
ND Department of Human Services-Developmental Disabilities Division – Robbin Hendrickson
ND Department of Human Services-Aging Services Division – Sheryl Pfliger
ND Farm Bureau – Sandy Clark
ND Farm Bureau – Brian Kramer
ND Game and Fish Department – John Schumacher
ND Highway Patrol – Bryan Klipfel
ND League of Cities – Connie Sprynczynatyk
ND Mill and Elevator – Mike Jones
ND Motor Carriers Association – Melissa Dixon
ND Parks and Recreation – Tom Balzer
ND Parks and Recreation – Doug Prchal
ND Senate – Bob Stenehjem
ND Senate – Tom Trenbeath
ND Trade Office – Cherie Harms
Northern Plains Rail Road – Jesse Chalich
Otertail Power – Don Frye
Red River Valley and Western Rail Road – Dan Zink
Safe Communities – Rebecca Gerhardt
Senator Conrad Office – Mylo Candee
Three Affiliated Tribes – Ed Hall
Transportation Security Administration – Joel Gutensohn
Turtle Mountain Band of Chippewa – Jeremy Laducer
United Transportation Union – John Risch
UND Surface Transportation Weather Research Center – Leon Osborne
Upper Great Plains Transportation Institute – Jon Mielke
Wiest Trucking Lines Inc. – J.P. Wiest
Williston Area Economic Development Partnership – Tom Rolfstad

March-April 2006 – Targeted Businesses Meetings

- Met with 50 diverse businesses around North Dakota
- A summary of the public input is available upon request

April-May 2006 – On-line Surveys

- A press release was sent out notifying of on-line surveys

- In addition specific groups such as: North Dakota Grain Dealers Association; Greater North Dakota Chamber of Commerce; and the North Dakota Cycling Federation were specifically e-mailed links to the surveys
- On-line surveys included
 - General Public Survey
 - Business Survey
 - Pedestrian Survey
 - Bicycle Survey
- A summary of the survey responses are available upon request

August 9, 2006 – Directors Advisory Council (DAC) 2nd Meeting

- Discussed input gathered to date
- Discussed 12 proposed Initiatives and associated Strategies based on input gathered to date
- A summary of the public input is available upon request

September 9, 2006 – The Tribal Transportation Planners Conference

- Distributed draft version of Initiatives and Strategies developed to date

October 2006 – Agencies informed of the draft Statewide Transportation Plan

- All North Dakota State Agencies
- American Association of Retired People
- Arc of North Dakota
- Audubon Society North Dakota State Office
- Bismarck-Mandan and Grand Forks-East Grand Forks MPO's and the Fargo-Moorhead Metropolitan Council of Governments
- Community Action Partnership
- Dakota Center for Independent Living
- Director's Advisory Council
- Director's Transportation Forum
- Federal Highway Administration
- Greater North Dakota Association
- Independence Inc.
- MHA, Spirit Lake Nation, Standing Rock Nation, and Turtle Mountain Band of Chippewa Tribal Councils and Tribal Transportation Planners
- North Dakota Association of Counties
- North Dakota Association of General Contractors
- North Dakota Cycling Federation
- North Dakota Developers Association
- North Dakota Grain Dealers Association
- North Dakota Indian Affairs Commission
- North Dakota League of Cities
- North Dakota Motor Carriers Association
- North Dakota State Historic Preservation Office
- North Dakota Township Officers Association

- People Escaping Poverty Project
- Sierra Club North Dakota Chapter
- TransAction Quarterly Newsletter E-mail list serve

October 30th-November 9th, 2006 – Public Hearings on Statewide Transportation Plan

Appendix E

Procedure for Revising the Statewide Transportation Plan

Procedures for Revising the Statewide Transportation Plan

North Dakota's Statewide Transportation Plan is the long range policy oriented document, currently comprised of initiatives and strategies. These initiatives and strategies provide the broad direction for the North Dakota Department of Transportation, local governments, tribal entities, and the private sector. The plan maintains a 20 year horizon, however it is updated at a minimum every four years. Prior to the update interval of the statewide transportation plan it may become necessary to make revisions to the document. The intent of this document is to identify procedures for how the public will be involved based on the degree of the revision(s) (Minor or Major) suggested. It shall be up to the discretion of the Director of the North Dakota Department of Transportation as to whether a revision is considered minor or major.

Minor Revisions

Definition

- Cosmetic, grammatical, or other minor editorial revisions to the statewide transportation plan
- Other minor revisions which do not materially alter the purpose, scope, or use of the document

Public Involvement Procedure

- The revision(s) will be identified on the North Dakota Department of Transportation's Internet website
- A press release will be issued to the daily and weekly run newspapers of North Dakota regarding the revision(s) prior to placement of the revision(s) on the North Dakota Department of Transportation's Internet website and will contain at a minimum the following information:
 - A description of the proposed revision(s)
 - The time frame that the public can submit statements or exhibits regarding the proposed revision(s)
 - Instructions on how the public can view the proposed revision(s) on the North Dakota Department of Transportation's Internet website
 - Instructions on how the public can view the proposed revision(s) if they do not have Internet access
 - Instructions on how the public can submit statements or exhibits to the North Dakota Department of Transportation
- The public will have 15 days to comment on the revision(s) from the date they are placed on the North Dakota Department of Transportation's Internet website

Major Revisions

Definition

- Any additions or omissions of adopted Initiatives and/or Strategies
- Other major revisions which materially alter the purpose, scope, or use of the document

Public Involvement Procedure

- The revision(s) will be identified on the North Dakota Department of Transportation's Internet website
- A public hearing shall be held in accordance with the process identified in the Public Hearing/Input Meeting Notification, Section II-04 "Public Involvement" of the North Dakota Department of Transportation Design Manual
- A public notice will be issued to the daily run newspapers of North Dakota identifying the date, time, location, and purpose of the public hearing regarding Major Revisions to the Statewide Transportation Plan
- A press release will be issued to the daily and weekly run newspapers of North Dakota regarding the revision(s) and the associated public hearing and will contain at a minimum the following information:
 - The date, time, location, and purpose of the public hearing
 - A description of the proposed revision(s)
 - The time frame that the public can submit statements or exhibits regarding the proposed revision(s)
 - Instructions on how the public can view the proposed revision(s) on the North Dakota Department of Transportation's Internet website
 - Instructions on how the public can view the proposed revision(s) if they do not have Internet access
 - Instructions on how the public can submit statements or exhibits to the North Dakota Department of Transportation

Appendix F

Director's Advisory Council
and
Director's Transportation Forum Members

Director's Advisory Council

Francis Ziegler, Director ND Department of Transportation
Carol Goodman, President Economic Developers of ND
Allen Radliff, Division Administrator Federal Highway
Administration
Dave MacIver, President Greater ND Association
Gary Ness, Director ND Aeronautics Commission
Mark Johnson, Executive Director ND Association of Counties
Shane Goettle, Commissioner ND Department of Commerce
Tom Freier, Deputy Director for Business Support ND
Department of Transportation
Bryan Klipfel Colonel ND Highway Patrol
Robin Weisz, Chairman ND House Transportation
Cheryl Kulas, Executive Director ND Indian Affairs
Commission
Connie Sprynczynatyk, Executive Director ND League of
Cities
Doug Prchal, Director ND Parks and Recreation
Bob Stenehjem, Senate Majority Leader ND Senate
Thomas Trenbeath, Chairman ND Senate Transportation
Ken Yantes, President ND Township Officers Association

Director's Transportation Forum

Russ Hanson - AGC of North Dakota
Blayne Doty - American Crystal Sugar Company
Brian Sweeny - BNSF Railway
Dean Atkinson - Dean Atkinson
Brad Bekkedahl - City of Williston
Carol Grimm - Fargo/Cass Public Health
Bob Bright - Fargo-Moorhead Council of Governments
Al Radliff - Federal Highway Administration
Earle Haugen - Grand Forks-East Grand Forks MPO
David Straley - Greater North Dakota Chamber of Commerce
Erling Rolfson - Highway 281 Association
Rich Short - Highway 281 Association -
Bob Shannon - Kadrmas, Lee, & Jackson Inc.
Mark Holzer - ND Aeronautics Commission
Gary Ness - ND Aeronautics Commission
Ron Luethe - ND Cycling Federation/International Mountain
Biking Association
Jim Boyd - ND Department of Commerce -
Shane Goettle - ND Department of Commerce

Robbin Hendrickson - ND Department of Human Services-
Developmental Disabilities Division
Sheryl Pfliger - ND Department of Human Services-Aging
Services Division
Sandy Clark - ND Farm Bureau
Brian Kramer - ND Farm Bureau
Bryan Klipfel - ND Highway Patrol
Connie Sprynczynatyk - ND League of Cities
Mike Jones - ND Mill and Elevator
Melissa Dixon - ND Motor Carriers Association
Tom Balzer - ND Parks and Recreation
Doug Prchal - ND Parks and Recreation
Bob Stenehjem - ND Senate
Tom Trenbeath - ND Senate Transportation Committee Chairman
Cherie Harms - ND Trade Office
Jesse Chalich - Northern Plains Rail Road
Dan Zink - Don Frye - Ottertail Power
Red River Valley and Western Rail Road
Rebecca Gerhardt - Safe Communities
Mylo Candee - Senator Conrad Office
Ed Hall - Three Affiliated Tribes
Joel Gutensohn - Transportation Security Administration
Jeremy Laducer - Turtle Mountain Band of Chippewa
John Risch - United Transportation Union
Leon Osborne - UND Surface Transportation Weather Research
Center
Jon Mielke - Upper Great Plains Transportation Institute
J.P. Wiest - Wiest Trucking Lines Inc.
Tom Rolfstad - Williston Area Economic Development
Partnership
Clarence Greene - Spirit Lake Nation
Pete Red Tomahawk - Standing Rock Sioux Reservation

Appendix G

Relationship of TransAction II
to
Environmental Review and Project Development

